B-2222

MARYLAND INVENTORY OF HISTORIC BRIDGES **MHT No.** ~~B-4542~~
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION/
MARYLAND HISTORICAL TRUST

SHA Bridge No. BC 1202 **Bridge name** Orleans Street Viaduct

LOCATION:
Street/Road name and number [facility carried] Orleans Street (Route 40) over eight streets and AMTRAK

City/town Baltimore **Vicinity** _____

County _____

This bridge projects over: Road X **Railway** X **Water** _____ **Land** _____

Ownership: State _____ **County** _____ **Municipal** X **Other** _____

HISTORIC STATUS:
Is the bridge located within a designated historic district? **Yes** _____ **No** X
National Register-listed district _____ **National Register-determined-eligible district** _____
Locally-designated district _____ **Other** _____

Name of district _____

BRIDGE TYPE:
Timber Bridge :
Beam Bridge _____ **Truss -Covered** _____ **Trestle** _____ **Timber-And-Concrete** _____

Stone Arch Bridge _____

Metal Truss Bridge _____

Movable Bridge _____:
Swing _____ **Bascule Single Leaf** ____ **Bascule Multiple Leaf** ____
Vertical Lift _____ **Retractile**_____ **Pontoon** _____

Metal Girder X :
Rolled Girder _ **Rolled Girder Concrete Encased** _____
Plate Girder X **Plate Girder Concrete Encased** _____

Metal Suspension _____

Metal Arch _____

Metal Cantilever _____

Concrete _____:
Concrete Arch_____ **Concrete Slab**_____ **Concrete Beam** _____ **Rigid Frame** _____
Other _____ **Type Name** _____

Maryland Historical Trust

Maryland Inventory of Historic Properties number: ~~B-4542~~ B-2222

Name: ORLEANS ST. VIADUCT (US40 OVER JFX)

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST

Eligibility Recommended _____ Eligibility Not Recommended __X___

Criteria: ___A ___B __X__C ___D Considerations: ___A ___B ___C ___D ___E ___F ___G __None

Comments: _____

_____

_____

Reviewer, OPS: _Anne E. Bruder_____ Date: __3 April 2001____

Reviewer, NR Program: __Peter E. Kurtze_____ Date: __3 April 2001____

DESCRIPTION:

Setting: Urban X **Small town** _____ **Rural** _____

Describe Setting:

Bridge Number BC 1202 carries Route 40 (Orleans Street) in a generally east-west direction over eight different roads in the City of Baltimore, Maryland. These eight roads are: High Street, Mechanic Street, Front Street, Holliday Street, the Jones Falls Expressway, Guilford Avenue, Calvert Street, and Saint Paul Street. BC 1202 crosses the AMTRAK railroad tracks. The approach to the roadway rises gently and has six lanes. There is no median on this bridge. This bridge is open for service for both pedestrian and vehicular traffic. The area around the bridge is heavily developed and urban. The structures in the vicinity of this bridge are generally from the twentieth century. Route 40 (Orleans Street) is designated as a defense highway, as is the Jones Falls Expressway beneath it.

Describe Superstructure and Substructure:

Bridge Number BC 1202 is a seventeen span structure, measuring 1726 feet in total length. The roadway width from curb to curb is 602 feet and the total deck width is 682 feet. There are sidewalks on both sides of the bridge and the width of each is 50 feet.

The superstructure is composed of a steel plate girder and floorbeam system. There are fifteen spans in the main bridge unit and two in the approach spans. The longest span is 110 feet long. There are thirteen stringers in this structure. The stringer spacing averages five feet. The floor system is composed of concrete cast in place. The joint types are made of a preformed expansion material with a single compression seal. There are two rectangular, concrete parapets. There is little ornamentation other than a graceful arching of the main structural plate girders. There are no identifying plaques.

The substructure is composed of concrete cantilever abutments encased in stone block. The piers and columns are also concrete, with the wingwalls encased on stone block. There is no ornamentation other than the stone block.

The condition of the bridge is currently rated as fair, with some minor section loss, cracking, spalling and scour.

Discuss Major Alterations:

There have been major alterations to this structure. Major repairs were completed in 1984. Several large longitudinal cracks to Pier 16 were repaired. The deck, sidewalks, surface, expansion joints and roadway were replaced on the bridge in accordance with the Secretary of the Interior's Standards for Rehabilitation (Standards).

HISTORY:

WHEN was the bridge built: 1936
This date is: Actual X **Estimated** _____
Source of date: Plaque _ **Design plans** _____ **County bridge files/inspection form** X **Other (specify):** _____

WHY was the bridge built?

The bridge was constructed in response to the need for more efficient transportation network and increased load capacity.

WHO was the designer?

State Roads Commission

WHO was the builder?

State Roads Commission

WHY was the bridge altered?

The bridge was altered to ensure its structural integrity

Was this bridge built as part of an organized bridge-building campaign?

There is no evidence that the bridge was built as part of an organized bridge building campaign.

SURVEYOR/HISTORIAN ANALYSIS:

This bridge may have National Register significance for its association with:
A - Events ___X___ **B- Person** _____
C- Engineering/architectural character _____

The bridge is eligible for the National Register of Historic Places under Criterion A, as a significant influence in the development of this area of the City of Baltimore. While the structure has undergone major rehabilitation, the alterations were undertaken in accordance with the Secretary of the Interior's Standards, and therefore, the structure retains sufficient integrity to represent its historic significance.

Was the bridge constructed in response to significant events in Maryland or local history?

Yes. Increasing growth of vehicular traffic rate paralleled the growth of state-owned and state-aided highways. The 1930s brought a dramatic increase in the number of tractor-trailers and other heavy vehicles. The Maryland State Roads Commission began to emphasize standardized designs. Old, one way bridges and other inadequate designs were often replaced by steel girder design bridges.

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area?

Yes. Bridge BC 1202 had a significant impact on the Baltimore area. The ability to access the markets and employment potential of Baltimore City would have been seriously limited to locals had this bridge not been built. The steady outward growth of Baltimore City necessitated the steady growth of a sufficient transportation network. The construction of bridge BC 1202 would have been a significant part of this development. The entire downtown area would have been directly impacted.

Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from the historic/visual character of the potential district?

Yes. Bridge BC 1202 is located in an area that has had an important and significant impact on the history of Baltimore, Maryland. The downtown business and commercial districts are vital segments of Baltimore history, This structure served both these neighborhoods and the industry where the locals were employed. Several areas already are eligible for historic designation and the expansion of any or all of these areas would entail the possible inclusion of this bridge. The loss of this bridge would negatively impact the historic and visual significance of these areas.

Is the bridge a significant example of its type?

No. Bridge BC 1202 is a common type of metal girder bridge. Metal girder bridges were built prolifically in Maryland from the late-nineteenth century to the present day. There is nothing to set this bridge apart from others of its type. There are numerous other examples of this bridge available.

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Does the bridge retain integrity of important elements described in Context Addendum?

Yes. Bridge BC 1202 does retain important elements of its historical structural integrity. The primary character defining elements are the steel plate girders.

Is the bridge a significant example of the work of a manufacturer, designer, and/or engineer?

This bridge is not a significant example of the work of a manufacturer, designer, and/or engineer.

Should the bridge be given further study before an evaluation of its significance is made?

No. Further evaluation of this bridge is not necessary.

BIBLIOGRAPHY:

County inspection/bridge files X **SHA inspection/bridge files** _____
Other (list):

Baltimore City Inspection and Bridge Files. Baltimore, Maryland.

Baltimore City Chief Engineer
1900-15 Annual Report of the Chief Engineer. Baltimore, Maryland.

Baltimore City Highways Engineer
1917-24 Annual Report of the Highways Engineer. Baltimore, Maryland.

Hopkins, G.M.
1977 Atlas of Baltimore, Maryland. Philadelphia, Pennsylvania.

Maryland Department of Transportation
1976 Bicentennial Byways: A Series of Articles on the Maryland Roads. Baltimore, Maryland.

Maryland Historical Trust
1970-95 Historic Resources Survey Form Files. Maryland Historical Trust Library. Crownsville, Maryland.

Spero, P.A.C. & Company and Louis Berger & Associates
1994 Historic Bridges in Maryland: Historic Bridge Context. Baltimore, Maryland.

State Highway Administration
1993 Bridge Inventory. Baltimore, Maryland.

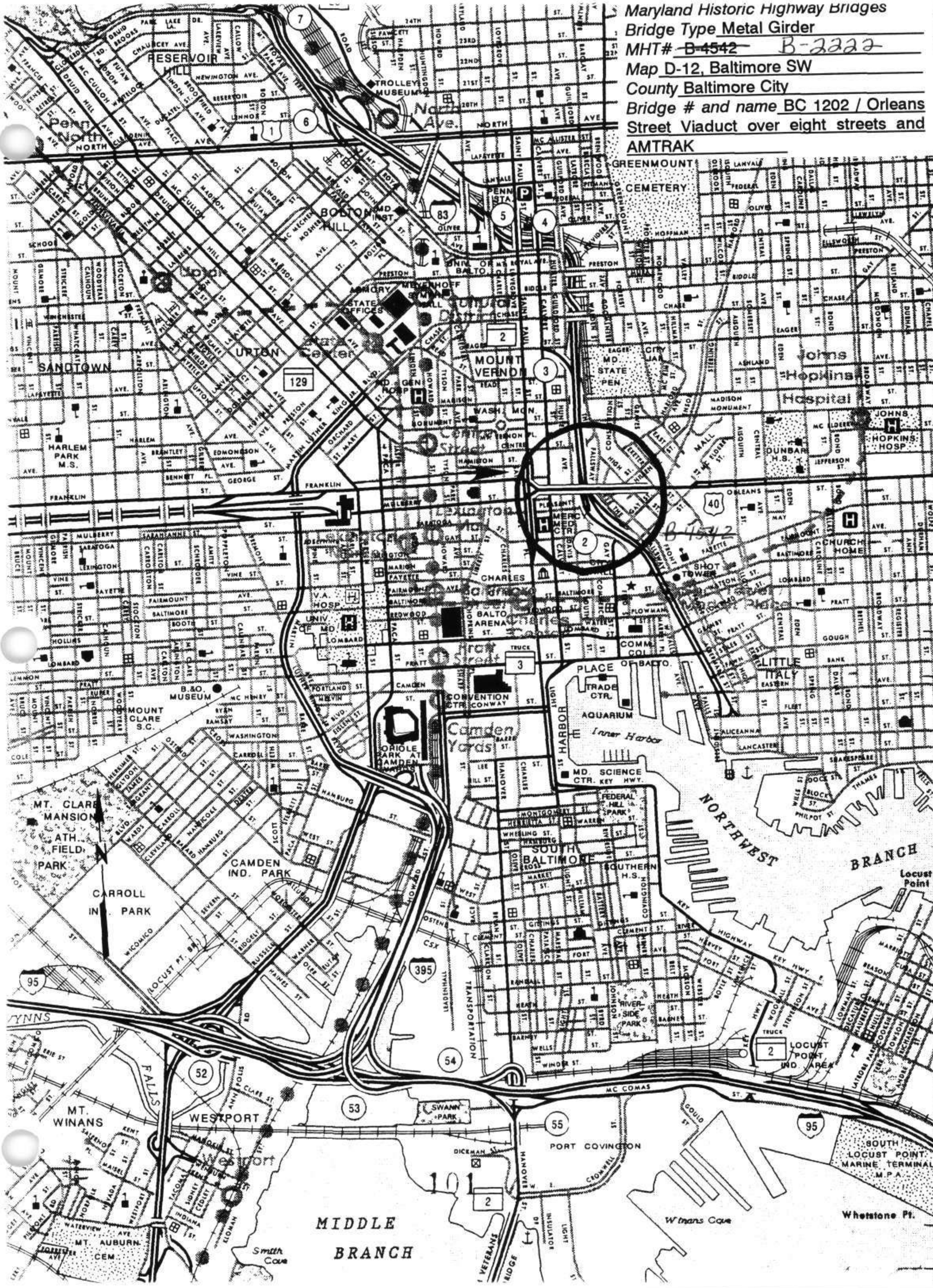
U.S. Department of the Interior
1990 National Register Bulletin Number 15. National Park Service. Washington, D.C.

U.S. Department of Transportation
1991 Bridge Inspectors Manual. Federal Highway Administration. Washington, D.C.

SURVEYOR:

Date bridge recorded March 1996
Name of surveyor Andrew M. Watts
Organization/Address State Highway Administration, 2323 West Joppa Road, Brooklandville, MD 21022
Phone number (410) 321-2213
Revised by P.A.C. Spero & Company, April 1998

Maryland Historic Highway Bridges
Bridge Type Metal Girder
MHT# ~~B-4542~~ B-2222
Map D-12, Baltimore SW
County Baltimore City
Bridge # and name BC 1202 / Orleans Street Viaduct over eight streets and AMTRAK



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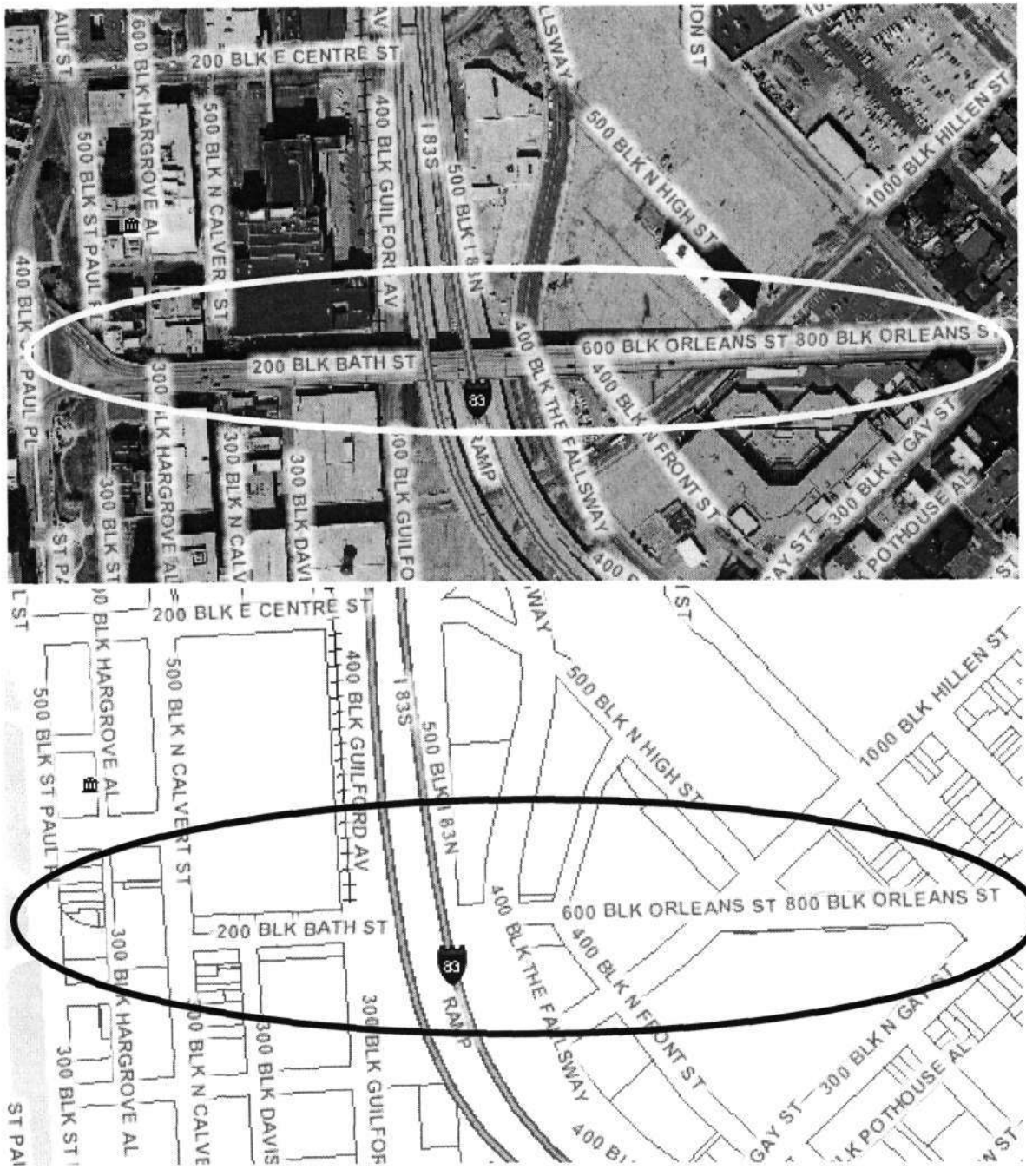
Orleans Street Viaduct (Bridge 1202)
(Bath Street Viaduct, Old Town Viaduct)
Orleans Street/Bath Street, from 400 block St. Paul St. to 400 block Gay St., Baltimore
Baltimore City iMap image, 2006



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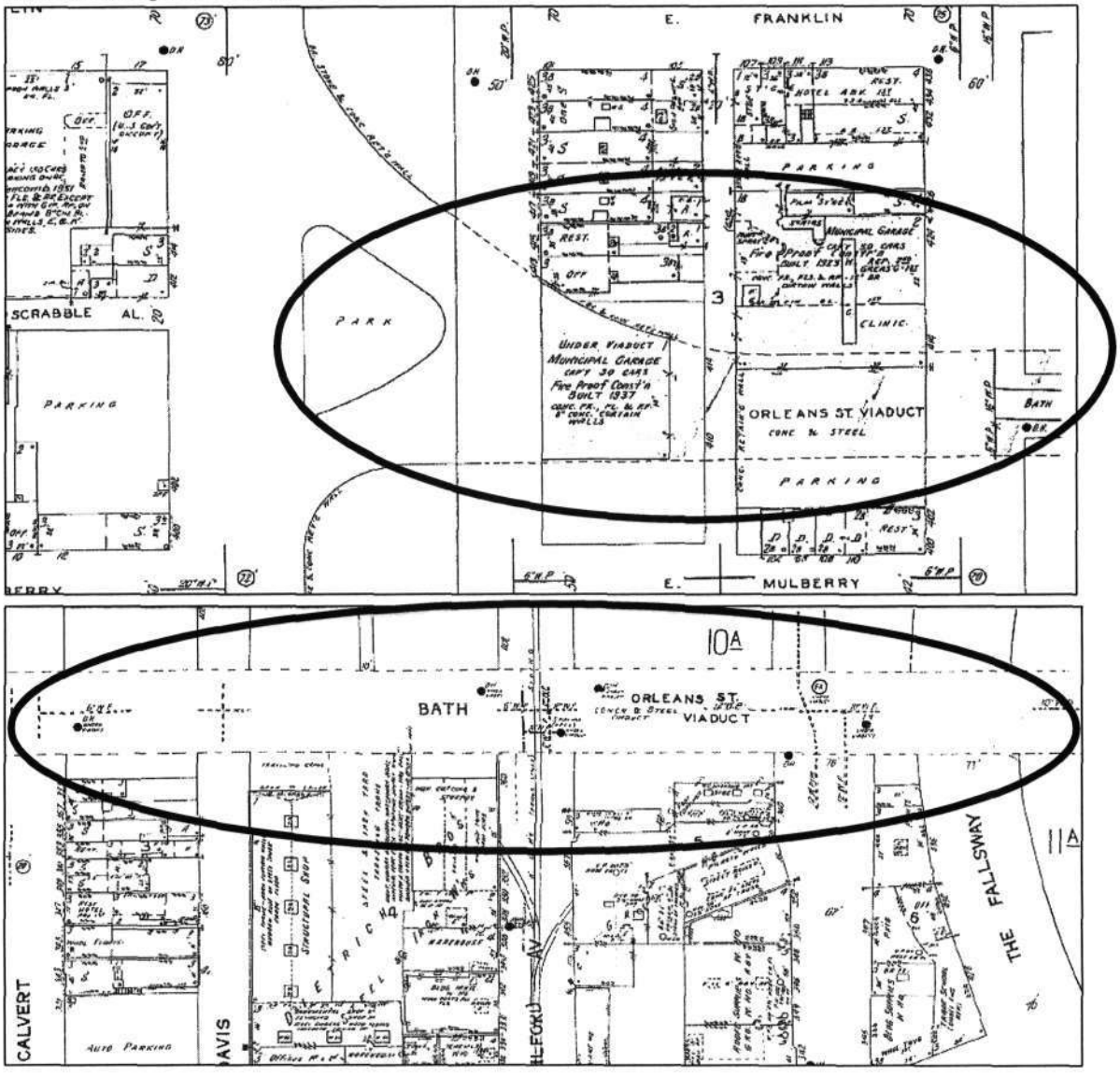
Orleans Street Viaduct

(Bath Street Viaduct, Old Town Viaduct)

Orleans Street/Bath Street, from 400 block St. Paul St. to 400 block Gay St., Baltimore

Sanborn Map, 1914, revised 1953



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Orleans Street Viaduct

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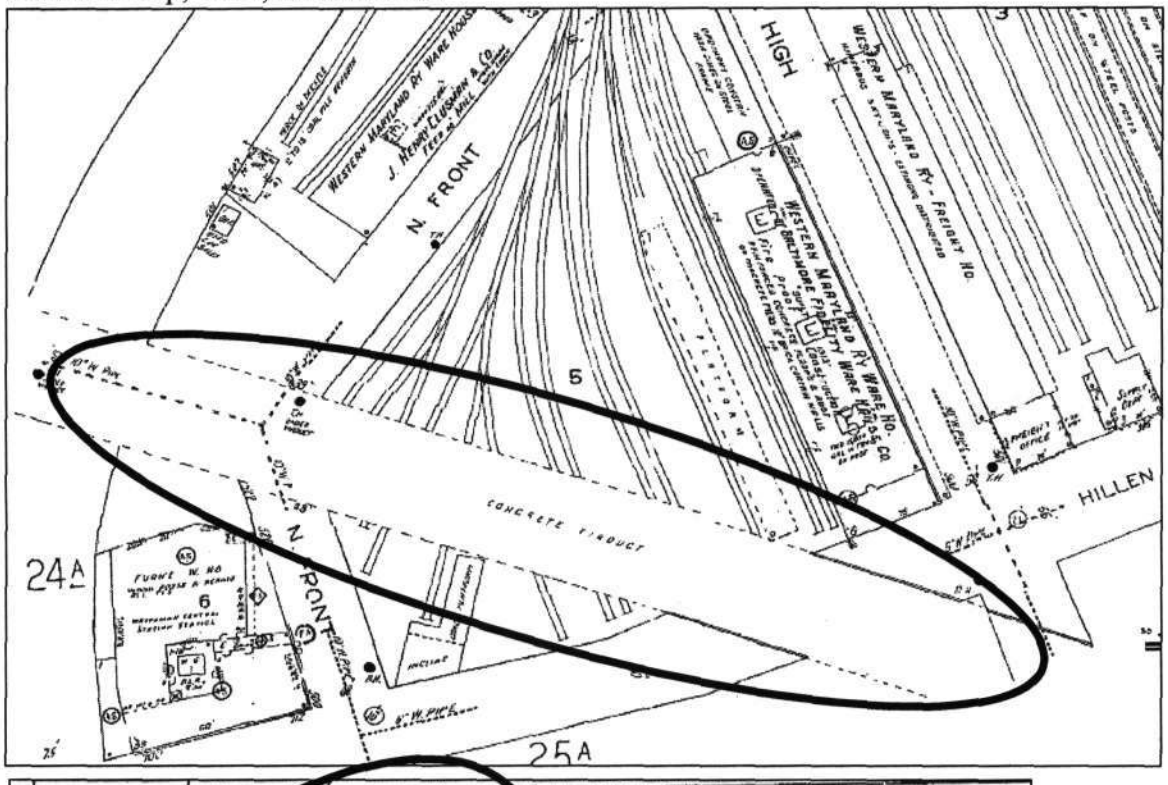
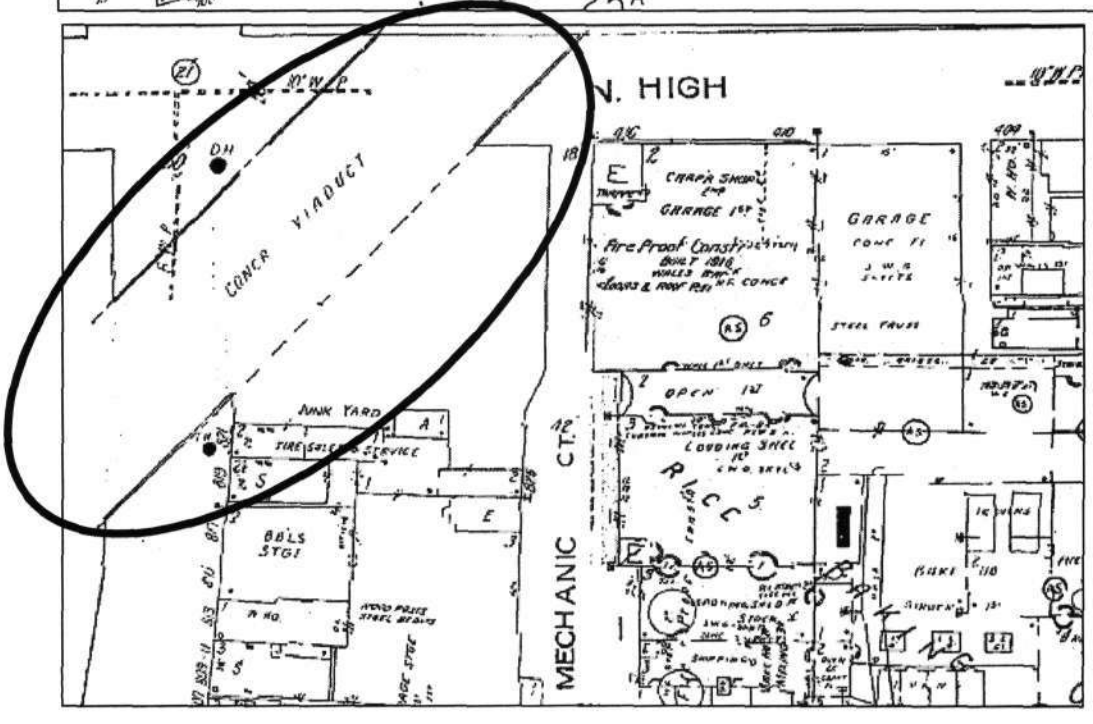
Orleans Street/Bath Street, from 400 block St. Paul St. to 400 block Gay St., Baltimore

Sanborn Map, 1914, revised 1953





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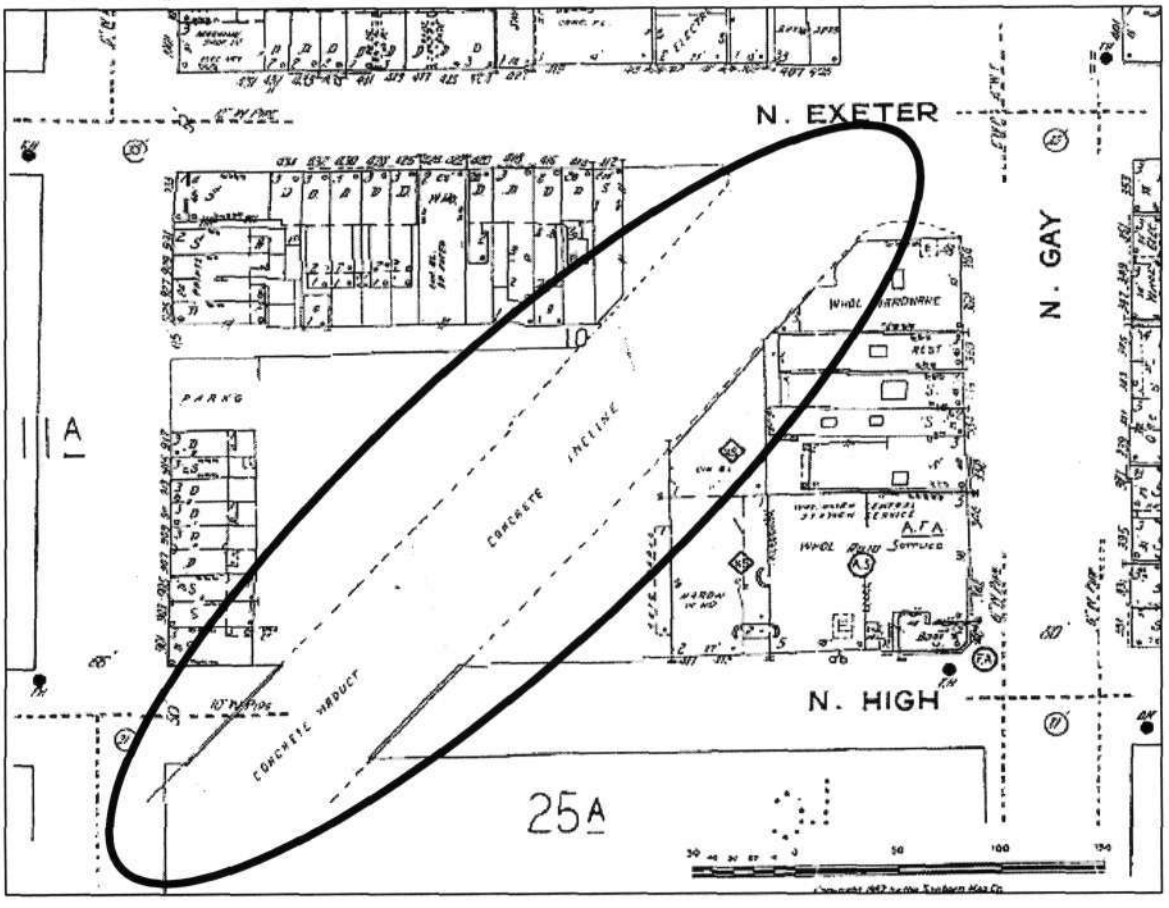
Sanborn Map, 1914, reprinted 1953



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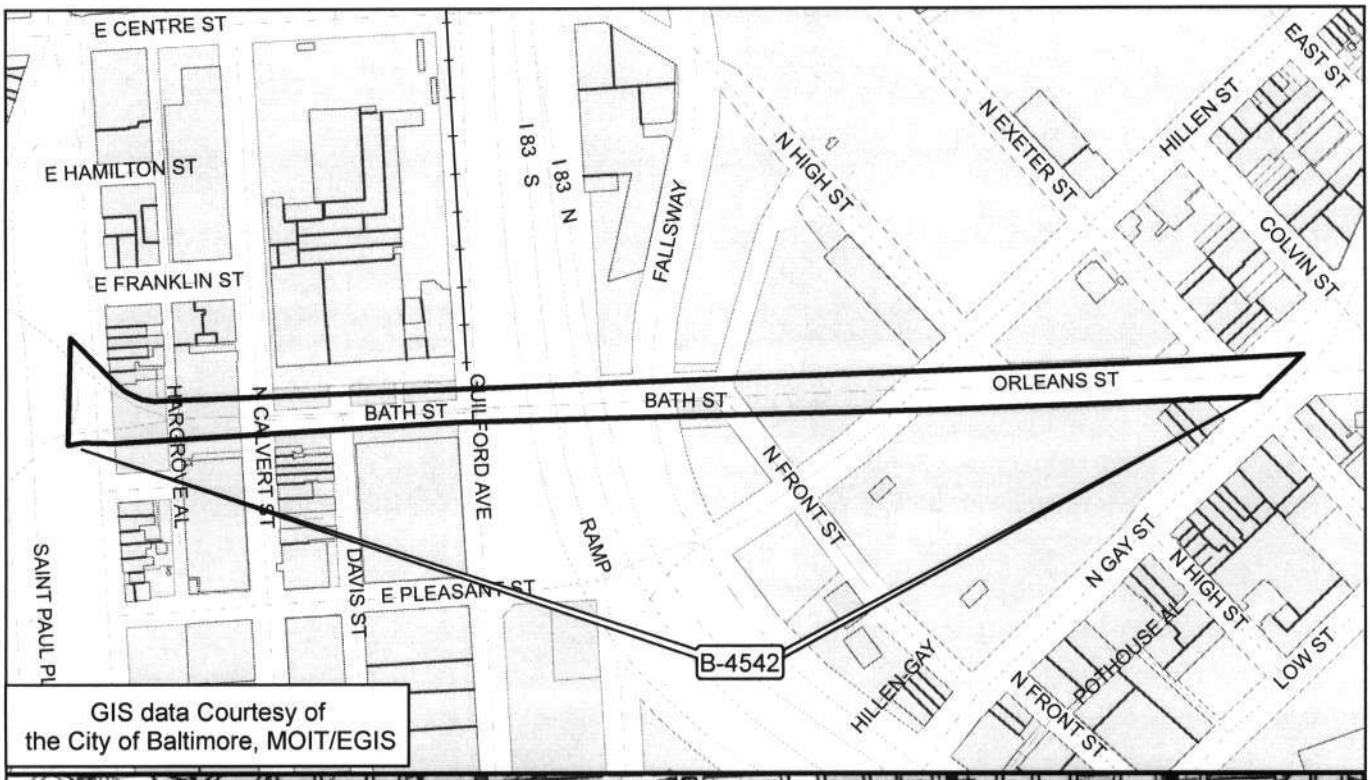
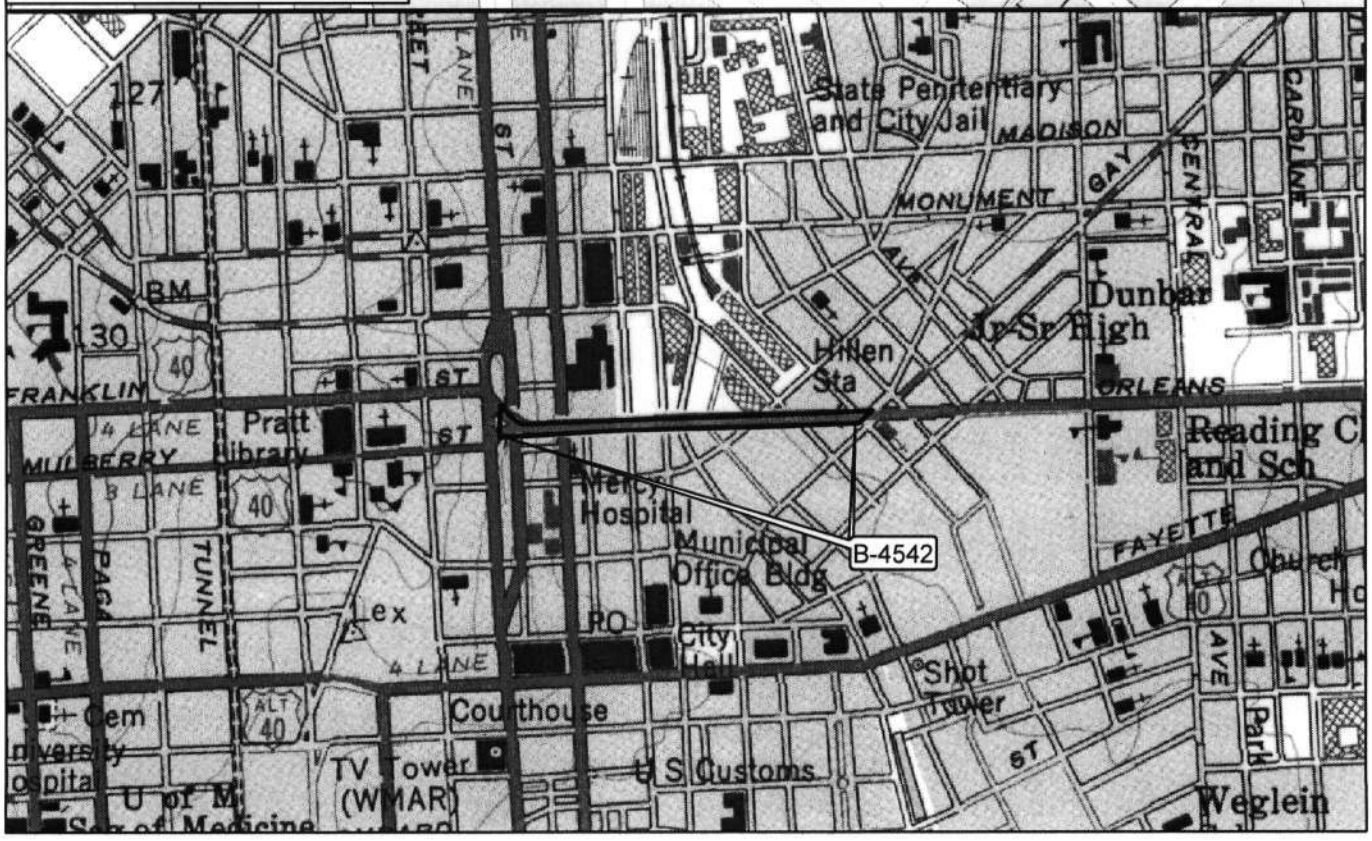
Orleans Street Viaduct, Bridge 1202
Orleans Street (MD 40) over eight streets & AMTRAK
Baltimore City
Baltimore East Quad.



GIS data Courtesy of
the City of Baltimore, MOIT/EGIS



Inventory # ~~B-4542~~ B-2222

Name 1202- US RTE 40 ORLEANS OVER JFX

County/State BALTIMORE CITY / MD

Name of Photographer TIM SCHOEN

Date 1/95

Location of Negative SHA

Description EAST APPROACH

Number ~~25 of 37~~ 3 of 4 1 of 2

Inventory # ~~B-4542~~ B-2222

Name 1202 - US RTE 40 ORLEANS OVER JFX

County/State BALTIMORE CITY / MD

Name of Photographer TIM SCHOEN

Date 1/95

Location of Negative SHA

Description WEST APPROACH

Number ~~26 of 37~~ ~~4 of 4~~ 2 of 2

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MAGI #04222223820
BR-609

MARYLAND HISTORICAL TRUST WORKSHEET

NOMINATION FORM
for the
NATIONAL REGISTER OF HISTORIC PLACES, NATIONAL PARKS SERVICE

SEE INSTRUCTIONS

1. NAME

COMMON: Orleans Street Viaduct

AND/OR HISTORIC: Bath Street Viaduct - Old Town Viaduct

2. LOCATION

STREET AND NUMBER: From 400 Block St. Paul Street to 400 Block Gay Street

CITY OR TOWN: Baltimore

STATE: Maryland

COUNTY:

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP		STATUS	ACCESSIBLE TO THE PUBLIC
☐ District ☐ Building ☐ Site ☒ Structure ☐ Object	☒ Public ☐ Private ☐ Both	Public Acquisition: ☐ In Process ☐ Being Considered	☐ Occupied ☐ Unoccupied ☐ Preservation work in progress	Yes: ☐ Restricted ☐ Unrestricted ☐ No

PRESENT USE (Check One or More as Appropriate)

☐ Agricultural	☐ Government	☐ Park	☒ Transportation	☐ Comments
☐ Commercial	☐ Industrial	☐ Private Residence	☐ Other (Specify)	
☐ Educational	☐ Military	☐ Religious		
☐ Entertainment	☐ Museum	☐ Scientific		

4. OWNER OF PROPERTY

OWNER'S NAME:

STREET AND NUMBER:

CITY OR TOWN: STATE:

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC: Records Office, Room 601

STREET AND NUMBER: Baltimore City Courthouse

CITY OR TOWN: Baltimore STATE: Maryland 21202

Title Reference of Current Deed (Book & Pg. #):

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY: City of Baltimore Neighborhood Survey

DATE OF SURVEY: ☐ Federal ☐ State ☐ County ☒ Local

DEPOSITORY FOR SURVEY RECORDS: Commission for Historic and Architectural Preservation

STREET AND NUMBER: Room 900, 26 S. Calvert Street

CITY OR TOWN: Baltimore STATE: Maryland 21202

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7. DESCRIPTION

CONDITION	(Check One)					
	☐ Excellent	☒ Good	☐ Fair	☐ Deteriorated	☐ Ruins	☐ Unexposed
	(Check One)		(Check One)			
	☐ Altered	☒ Unaltered	☐ Moved	☒ Original Site		

DESCRIBE THE PRESENT AND ORIGINAL *(If known)* PHYSICAL APPEARANCE

The Orleans Street Viaduct is 2,075 feet long, spanning eleven streets and the Western Maryland Railroad yards, and is 60 feet above ground at its highest point. It is 54 feet wide with two 6 foot wide sidewalks.

Spans over the streets consist of steel deck girders with intermediate floor beams and stringers with a reinforced concrete floor. The exterior girders are encased in concrete; minimum highway clearance is 16 feet.

The abutments and accompanying wing walls are reinforced concrete. Piers are reinforced concrete pedestals with caps of steel cross-girders encased in concrete. Some of the girders are 110 feet long; none is shorter than 67 feet.

The side walls of the western end of the Viaduct were designed to harmonize with the walls of the [redacted] constructed Preston Gardens. Both are faced with brick panels and limestone pilasters. The bridge is carried over St. Paul Place (formerly Courtland Street) on a high arch, and from the east side of St. Paul Place to Hargrove Alley the Viaduct is a solid structure faced in limestone.

The balustrade atop is of stone, and other decoration is of limestone and cast stone. Construction materials included 30,000 barrels of cement, 4,700 tons of fabricated steel, 710 tons of reinforcing steel, 14,400 tons of sand, and 24,800 tons of gravel.

SEE INSTRUCTIONS

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8. SIGNIFICANCE

PERIOD *(Check One or More as Appropriate)*

- ☐ Pre-Columbian
- ☐ 15th Century
- ☐ 16th Century
- ☐ 17th Century
- ☐ 18th Century
- ☐ 19th Century
- ☒ 20th Century

SPECIFIC DATE(S) *(If Applicable and Known)* 1934-35

AREAS OF SIGNIFICANCE *(Check One or More as Appropriate)*

- ☐ Aboriginal
- ☐ Prehistoric
- ☐ Historic
- ☐ Agriculture
- ☑ Architecture
- ☐ Art
- ☐ Commerce
- ☐ Communications
- ☐ Conservation
- ☐ Education
- ☐ Engineering
- ☐ Industry
- ☐ Invention
- ☐ Landscape Architecture
- ☐ Literature
- ☐ Military
- ☐ Music
- ☐ Political
- ☐ Religion/Philosophy
- ☐ Science
- ☐ Sculpture
- ☐ Social/Humanitarian
- ☐ Theater
- ☒ Transportation
- ☐ Urban Planning
- ☐ Other *(Specify)* _____

STATEMENT OF SIGNIFICANCE

The Orleans Street Viaduct is Baltimore's first vehicular "skyway". It was conceived of as an east-west thoroughfare to relieve traffic congestion between the central business district and East Baltimore, bridging the Jones Falls Valley and the railroad trackage which previously blocked all traffic between Pleasant and Eager Streets.

In 1928 the City Plan Commission and the Municipal Art Society made the study proposal which resulted in the commissioning of Frederick Law Olmsted's 1929 report and recommendations on Baltimore's road network. Olmsted reasserted the need for a crossing in the vicinity of St. Paul and Bath Streets, where the Preston Gardens had been laid out in the preceding decade.

A heated public controversy followed the Olmsted report over the route the crossing should take. Plans for a Franklin Street route as well as a Bath Street linkage had staunch proponents. The Bath Street route, which destroyed less of Preston Gardens is interpreted today in the Viaduct.

Under the administration of Mayor Broening, beginning in 1930, the acquisition of property was begun in the blocks bounded by Forrest, Hillen, High and Gay Streets. The widening of Forrest and Ensor Streets at the eastern terminus of the Viaduct was begun in 1933. Design of the Viaduct was under the direction of Bernard L. Crozier, the chief of the Department of Public Works (the DPW was concurrently assembling plans for the equally ambitious extension of Howard Street from Biddle Street to North Avenue). Construction of the Viaduct began August 21, 1934, and was finished on November 29, 1935 in the administration of Mayor Jackson. It was officially opened on December 30, 1935.

SEE INSTRUCTIONS

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9. MAJOR BIBLIOGRAPHICAL REFERENCES

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY							OR	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES					
CORNER	LATITUDE			LONGITUDE				LATITUDE			LONGITUDE		
	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds		Degrees	Minutes	Seconds	Degrees	Minutes	Seconds
NW	°	'	"	°	'	"		°	'	"	°	'	"
NE	°	'	"	°	'	"							
SE	°	'	"	°	'	"							
SW	°	'	"	°	'	"							

APPROXIMATE ACREAGE OF NOMINATED PROPERTY:

Acreage Justification:

SEE INSTRUCTIONS

11. FORM PREPARED BY

NAME AND TITLE:
Planning Assistant

ORGANIZATION: Commission for Historic and Architectural Preservation
DATE: 1976

STREET AND NUMBER:
Room 900, 26 S. Calvert Street

CITY OR TOWN: Baltimore
STATE: Maryland
21202

12. State Liaison Officer Review: (Office Use Only)

Significance of this property is:

National ☐ State ☐ Local ☐

Signature

REVISIONS

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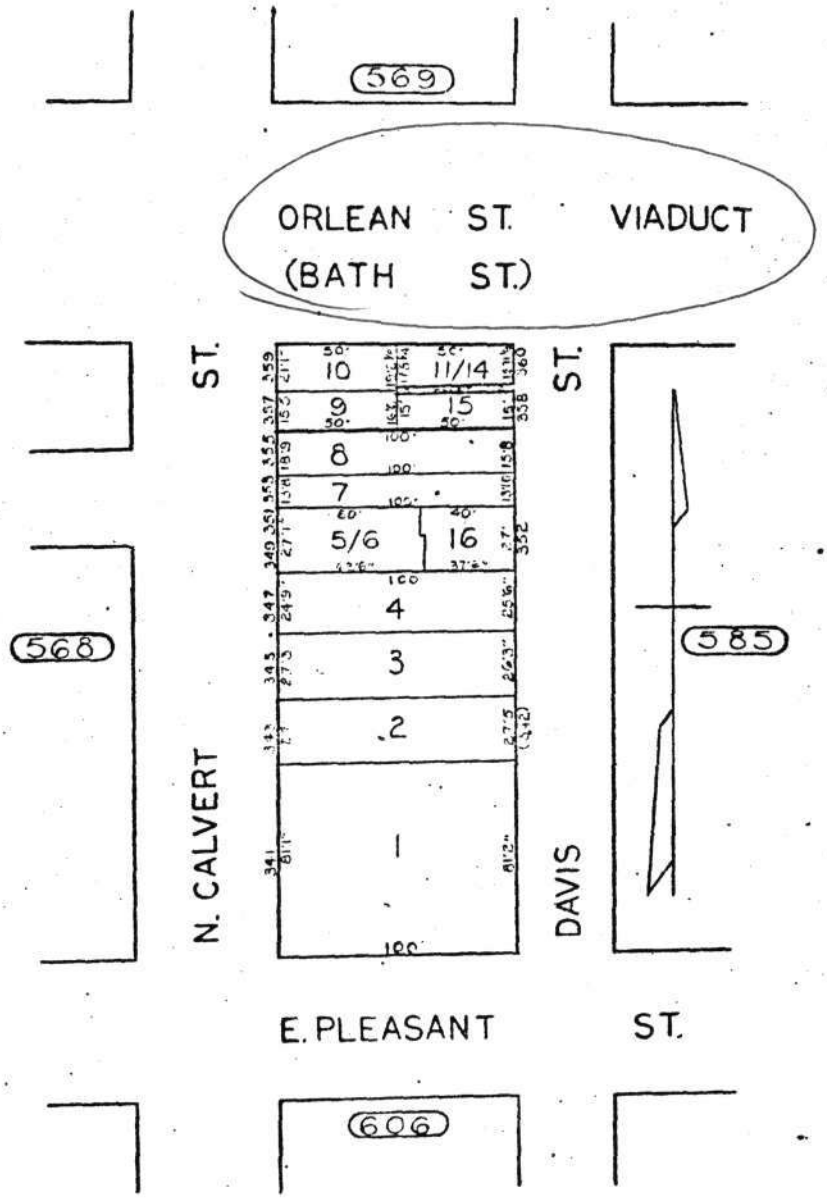

CITY OF BALTIMORE
DEPARTMENT OF PUBLIC WORKS

PROPERTY LOCATION DIVISION

WARD 4 SECTION 12

BLOCK 584

SCALE 1"-50' DATE NOV. 1968

TRACED BY P.L.W.

LETTERED BY P.L.W.

CHECKED BY

NOTICE

THIS IS A REAL PROPERTY PLAT AS PROVIDED FOR UNDER ARTICLE 7(e) OF THE CITY CHARTER IT IS COMPILED FROM TITLE AND OTHER SOURCES AND IS NOT AN AUTHENTIC SURVEY.


NO
PARKING
7"x6"
WHITING-TURNER

B-2222